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[a1351]

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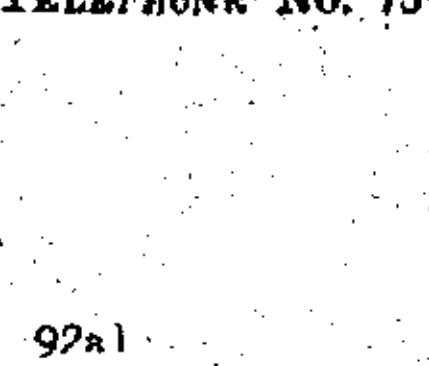
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P. O. Box 84. Telephone No. 12.HONGKONG OFFICE: 10A, DES VIEUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, AUGUST 10TH, 1911.

It is not often that we find a taxpayer in Hongkong advocating or suggesting an increase of taxation, but we publish to-day a letter from a taxpayer who, premising that additional revenue is urgently required to carry out many public works which, we agree, are absolutely indispensable for the welfare and development of the Colony, suggests the sources from which this income may be derived. Our correspondent says it cannot be doubted that additional revenue is urgently required. We must confess to harbouring doubts on this point.

It was only in May last that H.E. The Governor, speaking in the Legislative Council said: "I think I may say that we can take comfort in the feeling that we are, probably at the end of our financial difficulties, and that the revenue and prosperity of the Colony has been placed on a satisfactory footing, which will not demand of us any further sacrifices in the form of new taxation." His Excellency based this statement on a review of the complete financial returns of last year which showed under many important headings that the revenue had exceeded the estimates. We trust the returns for the current year to date have not been of a less gratifying character, for it was obviously upon a continuance of these indications of prosperity that His Excellency counted and based his expectation that the community would not be called upon to make further sacrifices in the form of taxation. Our doubt of the need for additional taxation, however, does not rest alone upon

the expectation of an increasing revenue from existing taxes; we have in mind also the fact that there will be no further votes for the building of the Post Office and the Law Courts. On these two buildings alone in 1910 the Government spent a sum of nearly \$400,000. That sum in itself would go far to defray the cost of the public works specifically mentioned by "Taxpayer"—or, at least, the cost of a year's progress with these works.

The provision of wireless telegraph stations at Hongkong and the Pratas would not be an expensive matter, and, moreover, according to our understanding of the position, no expense in connection with this great need will fall upon the Government, for in the first place the Pratas Islands form part of the territory of China, and the Chinese Government has engaged to erect and maintain a wireless telegraph station there for meteorological purposes; and, secondly the wireless installation at Hongkong, we understand, will be provided by the Eastern Extension Telegraph Company or, failing them, by some other private company. That the opening up of the New Territory by good roads is indispensable for the welfare and development of the Colony is manifestly true, and we should much like to see spent upon this work the greater part of the money saved—if we may use that term—by the completion of the Post Office and Law Courts. We leave to the Hon. Mr. Ede the defence of his figures as to the relative wealth per head of the inhabitants of this Colony and Great Britain, but we would like to make a comment or two on "Taxpayer's" conclusion that if we are to be taxed in proportion with our friends at Home we should contribute £2 5s 8d each instead of the present sum of £1 9s 0d. We do not follow this argument.

"Taxpayer" admits that our income per capita is only one-third that of our friends at Home; and that being so it seems to us that we should be taxed proportionately. Even taking into account the income tax and the taxes on tea, coffee and sugar, and the higher taxes on spirits that are paid at Home, we must, on "Taxpayer's" own showing, be paying taxation now equivalent to what the Home folks are paying, having regard to the relative taxable capacity of the two places. We even think that, to equalise matters, we ought to pay less because if we are considering the white population we have to take into account the fact that it costs a European a bigger proportion of his income to live in a sub-tropical than in a temperate climate. In trying to ascertain the taxable capacity of a community it is a requisite to form some idea of the necessary "expenditure" of as the income per head, and this important factor seems to be entirely ignored by "Taxpayer." In the course of another month the Annual Estimates will be due for presentation to the Legislative Council, and we shall then learn definitely whether or not increase of taxation is necessary. Meanwhile it is interesting to consider the possibilities of raising additional revenue, and "Taxpayer's" suggestions will doubtless be carefully considered should the need for increasing the taxation arise.

The English mail of the 8th July was delivered in London on August 8th.

One case of plague was reported yesterday, bringing the total for the season up to 253.

Dr. W. B. A. Moore, of the Government Clinical Hospital, leaves for Home to-day by the Luehau on twelve months' leave of absence.

An assistant compradore residing at the Old Bailey reports to the police that he has been robbed of watches to the value of \$500.

The tiger stories are not yet ended. Another comes from the New Territory. At Ts Shuk Yui on the 5th instant a tiger is reported to have killed a bullock.

The financial statement of the North Borneo Chamber of Commerce shows 29 subscriptions paid, and on 30th June the Chamber had a balance of \$737 in hand.

The Secretary of the Borneo Chamber of Commerce has been officially informed that the commencement of the service of mails to Borneo, via Siberia, is only waiting the receipt of some formal advice from the Postmaster-General of Hongkong.

Wo Fat, compradore, Victoria Street, was proceeded against at the Magistracy yesterday by Inspector Coombes for selling tins of unwholesome food. The defendant pleaded that the tins were liable to go bad in this climate, but his Worship did not accept the plea and a fine of \$5 was imposed.

Major W. H. Wooldridge, 126th Baluchistan Infantry, has been granted furlough to England on private affairs, from 10th January, 1912, to 9th January, 1913. Leave of absence, on private affairs to the neighbouring countries, has been granted to Capt. A. D. Waring, R.A.M.C., from 30th August to 29th October, 1911, inclusive.

**TELEGRAMS.**

[THROUGH BRITISH'S AGENCY.]

**THE POLITICAL SITUATION.****SCENES IN THE COMMONS.**

LONDON, August 9th.—Mr. Asquith is suffering from laryngitis owing to the strain of his speech yesterday. He will be unable to take his place in the House of Commons for a day or two.

Lord Hugh Cecil moved that the Parliament Bill be postponed for three months. He expressed regret that Mr. Asquith was ill, but nevertheless he would like to see him punished by the criminal law.

This provoked an angry outburst from Ministerialists, who appealed to the Speaker. The latter remarked that it was only a pious opinion.

Lord Hugh Cecil continued. He said that the Premier had been guilty of high treason in attempting to overthrow one of the Houses of Parliament.

**"BLACKMAILING THE KING."**

Sir Edward Carson declared that the Nationalists had dominated the situation throughout, and he congratulated Mr. Redmond on bringing the great Liberal party to its knees. Neither the Government, the House of Commons, the House of Lords, nor the Crown had been free agents since Mr. Asquith's blackmailing letter to the King on the 15th November last.

This aroused a Ministerial outburst, but the Speaker refused to rule out the expression.

Mr. Churchill said the King was fully acquainted in November with the true state of the political situation and all matters in dispute, of which Home Rule was one of the most important. He reproached Lord Hugh Cecil for talking of the possibilities of disorder when 70,000 dockers, some of whom were starving, were actually on strike in London. The Government refused to accept all the amendments of the Lords, but proposed to insert amendments providing that the Speaker should consult responsible members on both sides of the House, namely, the Chairman of Ways and Means Committee and the Chairman of Public Accounts, before deciding whether a Bill was a money Bill. They also proposed a few minor amendments, including a new clause forbidding the extension of the life of a Parliament beyond five years.

Lord Hugh Cecil's motion was rejected by 348 votes to 209.

**AMENDMENTS BY THE COMMONS.**

LATER.

The House of Commons has rejected the Lords' amendments on the Veto Bill relating to money bills, and has passed an amendment requiring that the Speaker should consult with two members appointed each session from the panel of chairmen.

The Lords' amendment excluding Home Rule from the scope of the Bill was rejected by 321 votes to 216.

Mr. Balfour said that this amendment alone was the cause of the Government's criminal advice to the Sovereign. He refused to participate further in the debate in view of the procedure, which was the most conspicuous and signal infamy in the whole constitutional history of the country.

The Government amendment providing that the Speaker should have a consultative committee evoked protests from Radicals and Labourites who declared that the Government was attempting thereby to save the face of Lord Lansdowne against the "Die Hards." The amendment above stated was substituted.

The clause limiting the duration of Parliament was adopted.

Two minor amendments were agreed to without discussion.

A committee was afterwards appointed to draft reasons for disagreeing with certain of the Lords' amendments.

Mr. Balfour informed Mr. Churchill that when the Unionists were returned to power they would repeal the Bill, but not without substituting reform therefor.

It is expected that the division in the House of Lords will not be taken before Thursday.

**THE DELTH DURBAR.**

LONDON, August 9th.—Lord Crewe had an audience at Buckingham Palace regarding the Durbar. Baron Knollys in the afternoon called upon Lord Crewe and then went to Downing Street.

**VOTE OF CENSURE IN THE LORDS.**

LATER.

The House of Lords was crowded to-day. There were many peers and diplomats in the galleries.

Lord Curzon moved a vote of censure upon the Government, re-emphasising Mr. Balfour's denunciation of the Government's abuse of their powers. He strongly denied that the Lords had transformed this Bill. The Government had refused to accept the amendments in order to facilitate a series of measures which the majority of the people did not desire.

Lord Crewe, explaining the transactions with the King, said that at the interview which he and Mr. Asquith had with the King on 15th November last they ascertained His Majesty's view that if the opinion of the country was clearly defined by the General Election the creation of peers might in the last resort be the only way of concluding the dispute. His Majesty faced these contingencies and entertained the suggestion, although with legitimate reluctance. The King naturally felt, as did the Government, that if they resigned and a dissolution followed it would be practically impossible to keep the Crown out of the controversy. This naturally was most distasteful to His Majesty.

Lord Haldane said that no sane Minister could have given other advice to the King. There was no other course open to the Government unless they were to find themselves in the humiliating position of acknowledging that the constitution had broken down and that the present situation was irremediable.

The House passed the vote of censure by 283 votes to 68.

**THE KING'S RELUCTANCE.**

LATER.

The Times states that it has high authority for stating that Lord Crewe's reference to the King's reluctance was made by request. It is understood that Lord Crewe's fresh account of the events of November last was the result of the visits of Baron Knollys to him and Mr. Asquith. Yesterday the Times and the Daily Telegraph emphasized the passage in Lord Crewe's speech in which is suggested the possibility of the "lamentable necessity" of the unlimited creation of peers. Both journals appeal to the peers to prevent such an eventuality.

**THE OPIUM CONFERENCE.**

LONDON, August 9th.

A Washington message states that all the interested Powers have accepted the proposals of the Opium Conference and invitations will shortly be issued for a Conference to be held at the Hague on the 15th October.

**THE "NIOBE."**

LONDON, August 9th.

The Canadian cruiser Nioche which went ashore on the coast of Nova Scotia has been towed to Halifax.

**BRITISH TRADE RETURNS.**

LONDON, August 9th.

British trade returns for the month of July show an increase in imports of £1,690,048, mostly in food, tobacco and raw materials. Exports show a decrease of £3,780,541, mostly in iron, steel, cotton and wool manufactures.

**NEW AMERICAN STATES.**

LONDON, August 9th.

Washington messages state that the Senate has admitted the Territories of New Mexico and Arizona into the union of States.

**THE POPE.**

LONDON, August 9th.

The Pope is suffering from cold and gouty pains. Sisters are in the Vatican nursing His Holiness.

**STRIKES IN ENGLAND.**

LONDON, August 9th.

Four thousand railway workers are idle at Liverpool. The strikers have issued a manifesto in which all railwaymen in sympathy with the strike are requested to strike in protest against the Conciliation Board. All goods stations and docks are idle. Quantities of meat and butter and other perishable goods are being held up.

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**CORRESPONDENCE.**

IS HONGKONG LIGHTLY TAXED?  
[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, August 8th.

Sir,—On June 1st the Hon. C. Montagu Ede, in moving that the Military Contribution should be fixed at \$1,000,000 annually, endeavoured in a very able speech to disprove the statement that residents in Hongkong are more lightly taxed than residents in Great Britain.

I sympathise fully with the endeavour of the unofficial members to alter the incidence of this contribution, which, as the Hon. Mr. Pollock said, hangs like a millstone round our neck whenever we raise revenue to meet any exigency that may occur, and I consider it only fair that the taxpayers of the Empire should bear the great portion of the cost of maintaining as a fortress and naval and military base this Outpost of the Empire, which forms such an important link in the protection of British trade, British property and British prestige in the Pacific from the Aleutian Islands to Tasmania and from Panama to Szechuan.

Nevertheless, it appears to me that Mr. Ede's arguments are fallacious, and, as they might tend to discourage the Council in framing the annual Estimates, which must soon be brought forward, from providing the Revenue necessary for the development and welfare of the Colony, I crave permission to encroach on your valuable space in order to show that the statement which Mr. Ede set out to controvert is true, not only absolutely, but in the relative sense put forward by him, that is, in comparison with the average wealth of the individual.

Mr. Ede starts by showing that taxation in Great Britain is £6 17s. Od. per head, and in Hongkong \$16, or £1 9s. Od. only, less than one-fifth.

He then proceeds to compare the average wealth of the taxpayer at home and in Hongkong respectively; and putting the total national income of the United Kingdom at £2,000,000,000 capitalizes that income at 4 per cent., and obtains a total capital value of privately owned property in the United Kingdom of £50,000,000,000 sterling.

In this calculation Mr. Ede ignores the difference between earned and unearned income. The earned income of the United Kingdom (that is, salaries and wages) is estimated to amount to about £1,000,000,000, or half the total; the remaining half consists of rents and profits of capital. Therefore, the total privately owned property is about £25,000,000,000 according to Mr. Ede's own method, or about £550 per head of the population instead of £1,090 as stated by him.

Then Mr. Ede estimates the value of property in this Colony at \$275,000,000, or £50 per head of population: he does not say whence this figure is derived, and I am therefore unable to criticise it.

But the ability to pay taxes does not only depend on the property of the taxpayer, it depends upon his income, and it must be remembered that nearly every male adult in Hongkong is working and earning an income, and that here the proportion of male adults to the total is very much in excess of a similar proportion at home, and that in Hongkong the female adults are mostly income earners as peasants, servants, or coolies.

If in the United Kingdom the earned income is about equal to the unearned income, in Hongkong the former must exceed the latter by a very large sum.

The average annual earned income at home is apparently about £22 per head of population (including women and children); in Hongkong we have no data upon which to form an estimate, but I think we may safely say that it is not less than £12 a year.

If income at 5 per cent. on Mr. Ede's average capital of £50 owned by each individual here is added, the average gross income earned and unearned is £15 at least: whilst the average gross income earned and unearned at home is £44, or about 3 times as much.

If therefore we are to be taxed in proportion with our friends at home we should contribute £2. 5. 8. each instead of the present sum of £1. 9. 0.

To descend, however, from the realms of pure theory to actual facts, let us inquire what rates and taxes an ordinary household pays in England and Hongkong respectively.

If he lives in an urban district in England his rates and taxes (including water rate, inhabited house duty, poor, education, police, borought, &c.) will probably amount to at least 37½ per cent., or 7/8d. in the pound: he pays taxes on his tea, coffee, cocoa and tobacco: he pays taxes of 2/8d. a bottle on his brandy and nearly 2/8d. a bottle on his whisky, and to crown all, he pays income tax.

I estimate that rents in Hongkong are about two and a half times those paid for equivalent accommodation in an average urban or suburban residential area in England, and as we pay rates here at 15 per cent. on this higher rent, we may say that we pay 32½ per cent. as against 37½ at home: our breakfast, table and our smokes are duty free, we pay about 1s. 3d. a bottle on brandy and less than

## VICTORIA RECREATION CLUB.

The annual general meeting of members of the Victoria Recreation Club was held at the Club House last evening. Dr. Forsyth presided, and the members of committee present were Messrs. Frank Lammert (secretary), H. A. Lammert, A. McKirdy, A. N. Kemp, A. A. Clayton, R. L. Bridger and L. Lammert. There was also present a large attendance of members.

The Secretary read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen.—The printed report and statement of accounts having been circulated, we will, if you have no objection, consider them as read.

Mr. KENNETT seconded, and the motion was carried unanimously.

The CHAIRMAN proposed that the annual subscription be increased.

Mr. CLAYTON seconded, and explained the benefits to be derived from the increase. He did not think the subscription of \$20 was at all too much.

Dr. F. H. Kew thought the subscription as it stood was sufficient. He was of opinion that the incoming Committee was more energetic and economic there would be no necessity to raise the subscription. A paid secretary should be elected, who would act as steward as well. He proposed the subscription remain as it was, \$15 annually.

Mr. JONES seconded.

Mr. OXEBERRY supported the Chairman's resolution.

The amendment on being put to the meeting was lost, and the motion was carried.

The CHAIRMAN moved that the annual subscription should be increased to \$20 a year.

Mr. CABRILL seconded, and the motion was agreed to. It was also agreed that the subscription should be paid half-yearly.

The election of officers was then proceeded with, and resulted as follows: Chairman, Mr. A. Rodger; Secretary, Mr. Frank Lammert; Treasurer, Mr. A. A. Clayton; General Committee, A. E. Alves, R. L. Bridger, A. E. Dunwich, L. E. Lammert, H. A. Lammert, W. A. Crako, A. P. Nobbs, Dr. F. H. Kew and Dr. Forsyth.

Various sub-committees were then balloted for, and the meeting ended.

## COMPANY MEETING.

## HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

An ordinary meeting of shareholders in this company was held yesterday at the offices of the general manager, Messrs. Bradley & Co. Mr. Forbes presided, and there were also present: Messrs. C. G. Mackie, Lo Shui Hoi (directors); F. Smythe, A. G. Coppin (secretary), F. Bevington, P. J. Buckland, J. F. Miller, G. Roche, Tam Kiang Young, Cheng You Koo, Cheng Kai Hin, A. E. Griffin and J. M. S. Rozario.

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen.—I will with your permission take the Report and Accounts as read. Since the 2nd July the trawler Ho Fung has been making trips in various directions mainly with a view to finding the fishing ground. In this we have been very much hampered by the typhoon weather which has prevailed, making it necessary for the trawler to shelter and causing considerable loss of time. Our catches of fish under these circumstances have not been very good, but I am glad to say they are improving. We have decided to try to find the grounds further North. Accordingly the trawler is now engaged in the Formosa Channel and the catches have from time to time been landed and sold here and at Swatow. We were desirous of trying the latter market; although we hope that with the commencement of the North-East monsoon we may be able to obtain satisfactory quantities of fish near Hongkong—thus saving time and expense of steaming. You will be glad to hear that we have the hearty support and co-operation of our Chinese friends, and when conditions are more favourable we hope to be in a position to place larger quantities of fish on the market.

His Lordship—Are you not relying more especially on what happened subsequently?

Mr. Potter said he was, but there was no warrant issued for the arrest of the plaintiff.

After the conversation had taken place between Mr. Williams and the plaintiff the latter was arrested by the sergeant. Continuing, Mr. Potter stated that in an action for false imprisonment all the plaintiff had to prove was the false imprisonment, and it was for the defendant to satisfy the jury that he did not act with malice. It was for him to satisfy his Lordship that he acted with reasonable and probable cause. Concerning the malicious prosecution, the burden of proof was on the plaintiff, who had to satisfy the jury that he was prosecuted maliciously. Mr. Potter said he would prove the arrest, the confinement to the room and so forth. Having done that, it would be for the defendant to satisfy the Court that he had reasonable and probable cause for this imprisonment.

To the arrest, the confinement to the room and so forth. Having done that, it would be for the defendant to satisfy the Court that he had reasonable and probable cause for this imprisonment.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS ONLY, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be admitted until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

Telegraphic address: PARIS CODES: A.B.C.

6th Fl. F. J. Fischer's.

## NEW ADVERTISEMENTS.

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

DIVIDEND WARRANTS dated London 14th July, 1911, may be had on application at the Office of the Undersigned.

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 9th August, 1911. [1014]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE". Capt. R. L. Daniel, will be dispatched as above on or about the 30th August.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer at Moderate Rates.

A Doctor and Stewardess are carried, and all Cabins are fitted with Electric Fans.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 10th August, 1911. [1015]

NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PEINZ LUDWIG."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th Aug. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Aug. at 9 A.M.

All Claims must reach us before the 19th Aug. or they will not be recognized.

No Fire Insurance will be affected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo.

Ex a.s. Pond's "from Zanzibar via Aden. Transshipped at Port Said.

NORDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 8th August, 1911. [5]

ORIENTAL BREWERY, LTD.

## NOTICE.

IT IS HEREBY NOTIFIED that the Price of ICE is REDUCED to ONE CENT per lb. from This Date.

ORIENTAL BREWERY, LTD.

Hongkong, 7th August, 1911. [1009]

HONGKONG ICE COMPANY, LTD.

## NOTICE.

IT IS HEREBY NOTIFIED that the Price of ICE is REDUCED to ONE CENT per lb. from This Date.

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 7th August, 1911. [1005]

HONGKONG ICE COMPANY, LTD.

## NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association, the General Managers have This Day Declared an INTERIM DIVIDEND for the Half-Year ended 30th June, 1911, of TWO DOLLARS Per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 16th August.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 14th August, 1911, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 7th August, 1911. [1006]

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, mailed direct to you for 10/- Write to-day.

B. WEINGOTT,

Dept. J.

Wanganui, New Zealand.

984] ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-STONES and CROSSES in Stock at— BROWN, JONES & Co., 41, Morrison Hill Road. Hongkong, 1st June, 1911. [776]

GRACA & CO.

PEDDER St. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp and Post Card Albums, Artistic Mosaic Pictures made of Postage Stamps.

Inspection Invited. [891]

## PUBLIC COMPANY

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of August, 1911, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1911.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th August, to SATURDAY, the 19th August, 1911 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors, N. J. STABB, Chief Manager.

Hongkong, 2nd August, 1911. [934]

## FOR SALE

## FOR SALE

DERRINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to—

C. SCHROETER,  
Care of Messrs. GABRIEL, CORNER & Co.,  
King's Buildings, II.Ird.  
Hongkong, 10th July, 1911. [923]

## ON SALE

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVISED BY THE MEMBERS.  
PRICE - - - - \$3.

DAILY PRESS OFFICE:  
Hongkong, 21st February, 1911.

AUSTRALIAN BUTTER.

There is  
Nothing better than the best.  
We keep it.  
Do you want it?

FOUR BRANDS!

FOUR PRICES Fresh, Sweet, Firm and cold as ice.

THE DAIRY FARM CO., LTD.  
[36]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Holes and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.  
Hongkong, 26th October, 1906. [608]

HONGKONG ICE COMPANY, LTD.

## NOTICE.

IT IS HEREBY NOTIFIED that the Price of ICE is REDUCED to ONE CENT per lb. from This Date.

ORIENTAL BREWERY, LTD.

Hongkong, 7th August, 1911. [1009]

HONGKONG ICE COMPANY, LTD.

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JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 7th August, 1911. [1005]

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Hongkong, 7th August, 1911. [1006]

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, mailed direct to you for 10/- Write to-day.

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Inspection Invited. [891]

## INTIMATIONS

## GRAND OPENING OF FRANK FILLIS GREAT EUROPEAN CIRCUS AT THE VICTORIA SKATING RINK, Opposite the Central Market, Hongkong.

TOMORROW (FRIDAY), 11th AUGUST, 1911.

7 DAYS ONLY

Great Tremendous Programmes will be presented at each Performance. Daring, Thrilling, Exciting, Novel, Funny and Sensational Acts, including all our World Famous Trained Horses, Fairy Ponies, Dogs, Leopards, Monkeys, Baboons, etc., etc., also our World Famous Artists.

50 in all 50

in sensational, contortionist acts, Ladies and Gentlemen Jockeys act Riders, Wonderful Jugglers, Wonderful Barrel Twisters, Song and Dance Artists, and everything that is wonderful, all to be seen in the Rink, on FRIDAY, 11th August, and also SATURDAY, SUNDAY, MONDAY, TUESDAY, WEDNESDAY and THURSDAY, 12th, 13th, 14th, 15th and 17th August.

GRAND MATINEES SATURDAY AND SUNDAY.

and Special Attractive Programmes will be presented.

Doors Open at 3 o'clock. Performance at 4 p.m.

A GRAND CHINESE PIG HUNT

50 Dollars for Pigs 50

Will take place on SATURDAY, 12th August, and SUNDAY, 13th August.

Entries free for all Chinese.

POPULAR PRICES: 30 cents. Gallery.

\$1 Stalls. \$2 Reserved Seats.

Children Half-Price to Matinee.

Doors Open at 8 p.m. Performance at 9.15 p.m. sharp.

Booking Plan at Messrs. ROBINSON PIANO CO.

Hongkong, 9th August, 1911. D. B. MCPHERSON, Manager. [1016]

INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

Outstanding Deposits for 12 months 4% per annum.

" " 6 " 3% "

" " 3 " 2% "

TAKEO TAKAMICHI, Manager.

Hongkong, 13th March, 1911. [441]

INCORPORATED BY ROYAL CHARTER, 1854.

HEAD OFFICE—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,025,000

Reserve Liabilities of Proprietors £1,200,000

Interest allowed on Current Accounts at the rate of 2 per cent. per annum on Daily Balance.

On Fixed Deposits for 12 months 4% per cent.

" " for 6 " 3% "

" " for 3 " 2% "



## RUBBER SHARES.

## SINGAPORE QUOTATIONS.

ON 3RD AUGUST, 1911.

[MESSRS. LYALL AND EVATT'S LIST.]

COMPANY.	Paid Up	QUOTATION
Banks—		
Hongkong & Shanghai	\$125	\$640, sales & ls. 180, sales
National of China	\$26	—
Russo-Chinese	\$1874	T125
Insurance—		
Union Society Co. Ltd.	\$100	\$25, buyers
North-China	\$25	T1674
Yangtze Assocn.	\$20	210, buyers
Canton	\$50	\$1773, buyers
Hongkong Fire	\$50	\$325, buyers
China Fire	\$20	\$1181, buyers
Shipping—		
Indo-China (prof. def.)	\$25	Ts. 47, buyers
Shell Trans. (ord. & Trading prof.)	\$21	\$243.0
Shanghai Tug & Lighter (ord.)	\$20	Ts. 20, sellers
Kochien Transportation & Tow-Boat	\$150	Ts. 47, sellers
Docks & Wharves—		
Shanghai Dock & Engg.	T100	Ts. 50, buyers
H. & W. Dock	\$30	Ts. 55, sellers
H. K. Wool & G.	\$50	\$48, buyers
Yangtze	T100	Ts. 130
Mining—		
Raub Australian	\$21	\$2, sellers
Chinese Eng. & Min.	\$21	Ts. 141, sales & ls.
Lands—		
Shai Investment	T60	Ts. 91, sellers
H'kong Investment	\$100	\$84, sellers
Humphries' Estate	\$10	\$16.5, buyers
Weihaiwei	T20	Ts. 41, sales
China	\$50	50, now
Anglo-French	T100	Ts. 92
Plantations—		
Ayna Estates, Ltd.	\$21	Ts. 71, sellers
Ayna Tawa Rubber Plantation Co., Ltd.	T74	Ts. 61
Chempakad	\$21	Ts. 12, buyers
Dominion Rubber	T10	Ts. 26
Kalimpong Rubber	\$21	Ts. 11, buyers
K. Java Pation, Ltd.	T1	Ts. 4, sellers
Senawang Rubber	T5	Ts. 26
Shanghai-Sumatra Tobacco	T20	Ts. 90
T. E. & T. Estate Co.	\$21	Ts. 12.05
Cottons, etc.—		
Ewo	T50	Ts. 774, sales
International	T75	Ts. 46
Leou Kong Mow	T100	Ts. 61, buyers
Soy Chee	T50	Ts. 22
Shanghai Cotton	\$20	Ts. 53, sales
Eastern Fibre	T20	Ts. —
Industrial—		
A. Butler Cement	T50	Ts. 23, buyers
The Works	\$20	\$721, sales
Anglo-Gov. Battery	\$20	Ts. 21, sales
Anglo-Elec. Mill	T50	Ts. 21, sales
China Im. & Ex. Lumber	T100	Ts. 76, sales
C. Sugar Refining	\$100	\$61, buyers
Green Is. Cement	\$10	\$3.15, rates
Manachappi & Co.	T50	Ts. —
In Langkawi	T20	Ts. 30, sellers
Major Brothers	\$50	6.65
Scharf's Oil & Bone Mills, Ltd.	T50	Ts. 40, sellers
Shanghai Electric Construction	\$20	Ts. 51, buyers
Shanghai Electric & Asbestos	\$25	\$21, sellers
Shanghai Gas	T50	Ts. 105
Shanghai Iron	T25	Ts. 12
Shai Pulp & Paper	T100	Ts. 22, sellers
Shanghai Waterworks	\$20	Ts. 372, buyers
Stores—		
Hall & Holtz	\$20	\$101, sales
J. Lawry & Sons	\$20	\$55, sales
J. S. Wileman & Co.	\$10	\$55, buyers
Central Ordinary	\$15	\$10
Central Stores & Co.	\$15	\$40
S. Monteiro & Co.	\$20	\$22, sellers
Lane Crawford & Co.	\$100	\$115, buyers
Dunning & Co.	\$50	\$24, sales
Hotels—		
Astor House Hotel	\$20	\$12
Hongkong Hotel Co.	\$20	—
Hotel des Colonies	T12.50	Ts. 4, sellers

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Hongkong, 29th October, 1910.

## SHANGHAI SHARE QUOTATIONS

On 1st August, 1911.

[J. P. BISSET &amp; CO.'S LIST.]

## NOTES AND NEWS.

## NOVEL BISHOPS AT LLOYD'S.

Business in some novel "outside risks" was done at Lloyd's recently.

Among these were 10 guineas to pay a loss of \$100 if any one swings across the English Channel before August 31; 5 guineas per cent. against war between Germany and France before August 31; and 7 guineas per cent. (to cover same period) against war between Germany and France or England. All these "risks" are insured "trade risks"—insurances of business that would suffer from such war—and have nothing to do with what is called "the political situation."

## A BIG ENGLISH OIL DEAL.

A message from Moscow announces the arrival from London en route to the Far East of a party of English engineers who have leased valuable naphtha properties in the Russian portion of Sakhalin for a term of 99 years. The total price to be paid is given at over \$1,000,000.

## PARIS SPEAKS WITH ABERDEEN.

A very successful experiment in long-distance telephoning was carried out last month between Paris and Aberdeen. Communication between the two cities was established by way of London, Dover and Calais. The Paris International Exchange called up the local office of "The Daily Chronicle," and switched it on to Aberdeen. Despite the long distance—a matter of a thousand miles or so—it was possible to hear quite distinctly and without any buzzing.

## THE WONDERFUL WOMAN.

It is quite true that Miss Sarah Bernhardt has been crocodile hunting, says the "Pall Mall Gazette." The account of the exploit given by her manager provokes fresh wonder at the physical endurance and personal energy of this most wonderful of women. Miss Bernhardt is now in New Orleans, and an old sportsman, who was also an old friend, called at the theatre to see her. Five and twenty years ago he had taken her to shoot crocodiles. Most women—and men, for that matter—would have sighed for the glorious days that were gone. Not Miss Bernhardt. She said they would go again and shoot more crocodiles. They did. They shot two, and my amount of wild game. Miss Bernhardt had played twice that day and gone a long way between the performances. Tired? Why, she left the theatre at midnight and tramped in liquid mud till eleven next day. How could she be tired? And her years number—well, never mind. Clearly she is a close relation of Peter Pan's.

## A YIDDISH BERNHARDT.

Three thousand men and women were moved to tears one might last month in London by woman's action. They sat, says a contemporary, row upon row, in the darkness, a forest of pink faces reaching to the high roof of the Pavilion Theatre, Mile End-road, held magically silent by the spell of Miss Malvina Lobel, acting in the Yiddish that they all understand—the broken jargon which is the tongue of the Ghetto. The babel chattered hushed suddenly when the curtain rose on the play, which was "Madame X"—and the audience flushed at the wonder of this Yiddish Bernhardt. She was wonderful because she understood her audience: she played on their emotions, holding them in the palm of her hand. A West End audience might possibly find fault with her interpretation of Jacqueline, the drunkard, who murders her man, as too crude, too bestial, just as an East End audience might not have appreciated Miss Leon Aschell's more refined rendering of the part. But rarely has anything more terrible than the picture of the wretched woman in the second act been seen on the British stage. This woman, one felt, was really drunk. She had been drinking for twenty years, it seemed, since the first act, when her husband had thrust her from the house. She walked limply, she giggled in a way that froze the blood. Her fingers twitched and moved all the time. And when she drank from her bottle of beer, she coughed horribly. Women in the audience shuddered, and said to comfort each other: "She's only acting, it isn't real." The climax comes swiftly in the squeaking that leads to the revolver shot: she stands with the smoking revolver in her hand, dazed, stupid, overcome with imbecile laughter. The curtain falls, and when it rises, again three thousand voices are yelling their pent-up emotions cheering a little shock-haired woman who smiles quite slyly now, and walks down to the footlights to return laden with bouquets and bunches of flowers.

## ENGINEERING AND KEEN COMPETITION.

Major-General Edward Mielson presiding over the general meeting of Greenwood &amp; Bailey (Limited), said that at the last meeting he told the shareholders that the orders received up to the end of June, 1910, did not show any marked improvement over those received in the corresponding period of the previous year, which had been insufficient to keep the works fully employed. The result was that the first half of the financial year 1910-11 showed a very poor margin of profit. In the second half of the year they made a very fair profit in the face of great competition, although not sufficient to prevent the results for the whole year from being somewhat disappointing. To summarise the results of the year the total orders received were, he said, about £17,000 in excess of those received in 1909-10, while the total sales were about £43,000 in excess of that year. The output from the works had been very considerable, but in order to meet competition, prices had to be cut to a point which lost little profit. In view of the practical monopoly in the British Empire which this company had of the manufacture of the De Laval Steam Turbine it had been thought desirable to acquire the complete control of the English De Laval Steam Turbine Company and to extinguish the interest which the Swedish De Laval Steam Turbine Company had hitherto held in the English company. When that transaction was completed the whole of the 3,000 issued £10 Shares of the English De Laval Steam Turbine Company would be held by Greenwood and Bailey and would represent an integral part of its business. They had provided £100,000 for depreciation and did not think that a smaller sum would suffice in view of last year's somewhat scanty provision. The directors regretted very much that it was impossible to recommend a dividend on the ordinary shares, but they felt that it would not be prudent or even safe to do so in present circumstances. With reference to prospects for the current year they had a very fair amount of unexecuted orders remaining on their books at March 31 last and their works were at present well employed.

## THE REPORT OF THE COMMITTEE.

In consequence of the death of the late Sir John Aird, says "The Times," the great engineer of the firm of Messrs. John Aird &amp; Sons has been amalgamated with the Westminster Construction Company (Limited), of which Sir John Aird was chairman. There will be but little change in the management or staff.

## INTIMATION

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Peking Soochow Canton Tientsin Chinkiang Whampoa Nanking Kowloon Chinwangtao Wuhsu Lappa Taku Kewkiang Samshu Antung Hankow Manchuria Yochow Nanning Trade Centres Shasi Wuchofuwong Iohang Kwangchauwan Taihwa Changking Pakhoi Port Arthur Hangchow Ningpo Liangchow Weikaiwei Wenshou Mengkuo Kiaocheen Foodhow Szemao Mukden Amoy Swatow

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Tokyo Osaka Keelung Yokohama Moji Tainan Hyogo Nagasaki Takow Kobe Hakodate Anping Shimonesaki Tamsui

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## HONGKONG AND ITS DEPENDENCIES

ITALIAN CALABRIA, 2,172 tons, Captain von Hippo Amy

Itili gunboat

## NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

S.S. "KYOTO MARU".

FROM SOUTH AMERICAN PORTS AND JAPAN PORTS.

**THE** above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, the 8th inst., at 5 P.M., will be landed at Consignees' risk and expense, and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 14th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before MONDAY, the 21st inst., otherwise they will not be recognised.

K. MATSUDA,

Agent.

Hongkong, 8th August, 1911. [1003]

## FROM EUROPE.

THE H.A.L. Steamship

"ALERIA".

Captain Hulse, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary is given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 7th August, 1911. [1007]

"GLEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

From ANTWERP, MIDDLEBORO, HULL, LONDON AND STRAITS.

THE Steamship

"GLENTRUET".

Captain E. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before NOON To-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 14th inst., at 10 A.M.

All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOME &amp; CO., Agents.

Hongkong, 7th August, 1911. [1008]

SWEDISH EAST ASIATIC CO., LTD., GOTHEBORG.

## NOTICE TO CONSIGNEES.

THE Steamship

"YEDDO".

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

• OLOF WIJK &amp; CO., CHINA AGENCIES, AKTIEBOLAG,

Agents.

Hongkong, 7th August, 1911. [46]

"BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

The Steamship "SATSUMA".

From NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL &amp; CO., LTD., Agents.

Hongkong, 8th August, 1911. [1012]

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SHANGHAI AND JAPANESE PORTS.

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THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

From HONGKONG:

From CALCUTTA:

Frequent Sailings

End August.

End September.

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STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to—

ANDREW WEIR &amp; CO.,

(THE BANK LINE AGENCY),

KING'S BUILDING (Fourth Floor),

Telephone No. 780.

Hongkong, 26th July, 1911. [173]

## FOREIGN WARSHIPS.

## NEW CRUISERS FOR JAPAN.

Two significant announcements in connection with foreign warship building have been made this week, indicating in the one case a further increase in the armoured fleet of Japan and in the other the introduction of novel features in the new battleships of the United States. The advance thus indicated can hardly fail to find reflection in European design and new construction.

In a paper read before the jubilee meeting of the Institution of Naval Architects by Rear-Admiral Motoki Kondo, Inspector-General of Naval Construction of the Imperial Japanese Navy, this officer stated that in addition to the large armoured cruiser of 27,500 tons building for Japan by the Vickers Company a similar cruiser had just been begun at the Yokosuka Navy Yard in Tokyo Bay, and that orders had been placed with the Mitsubishi Dockyard, Nagasaki, and the Kawasaki Shipbuilding Company, Kobe, two private ship-building firms, for the construction of two similar armoured cruisers. In another paper read by Engineer-Rear-Admiral Terugoro Fujii on Thursday on the progress of naval engineering in Japan it was stated that Parsons turbines of 54,000 b.h.p. will be placed in three of these armoured cruisers, including the one building by the Vickers Company, and a Carls turbine installation of the same power in the fourth cruiser. This is the first official information about the building of two of these armoured cruisers and about the horse-power of all four. All these vessels should be ready for service in 1914.

In point of size and power the four Japanese cruisers come between the British Lion, of 26,350 tons, and the Queen Mary, of 27,500 tons and 75,000 horse-power. No official information is given about the armament of the new construction, but the Inspector-General of Naval Construction stated that the Ordnance Department at the Kure Navy Yard has the capacity for manufacturing guns and mountings up to the largest size, and almost the whole armament of all the warships built in Japan of late years has been made there.

## TRIPLE-GUN TURRETS.

Our Washington Correspondent states that in the two battleships of the programme of 1911-12 it has been decided to mount 12-in. guns, three in a turret. This is a new departure in United States practice, but the plan has not been already followed with 12-in. guns in the Italian Dento Alighieri, launched on August 20, 1910, and now completing at Spiona; in the Austrian Viribus Unitis, launched on June 24; and in the Russian Sevastopol, launched on June 29. Discussing the objections to this system Sir William White has said:—

"When three guns were mounted on one turntable and exposed to similar risks of simultaneous disengagement, then he thought too many casualties were given to fortune and economy in weight of protective material and mountings had been carried too far. Actual trial would determine whether or not it was possible to maintain the same rapidity in loading and firing individual guns as a triple turret as could be obtained when two guns were mounted in one turret; and the Italian naval authorities, before deciding in favour of triple turrets, probably satisfied themselves on this point. But even if the results proved satisfactory under peace conditions and as to rate of fire, only war experience could determine the crucial point as to the risk of simultaneous disengagement of three guns mounted on a single turntable."

It may be concurred that the tactical advantages of this system is that it gives fire of three of the guns right ahead and eight astern and all 12 guns on either broadside, and it gives this fire without having recourse to raising one turret so that it may fire over another. It is also said to have its advantages for the "director" system of battery control. From the constructor's point of view there must be a saving in weight of protective material, and possibly something to be gained in the arrangement of the magazine and ammunition supply. Four turrets in place of six, moreover, would allow greater space for the anti-torpedo defence battery, either for more guns or larger calibre.

## THE ANTI-TORPEDO BATTERY.

This raises the secondary battery question, in regard to which exactness in terminology is important. That which was originally called the secondary battery, was actually a part of the heavier armament, which consisted of guns of two calibres, both for use in fleet actions. It was with a view to reducing the diversity of armament that the intermediate calibre of gun disappeared and the secondary battery became absorbed in the main armament. The anti-torpedo defence battery then became the secondary battery, and here again an objection to a multiplication of calibres weighed just as heavily and resulted in the arming of the Dreadnought with 12-pounder guns, which she was designed to provide sufficient protection against torpedo craft. Other nations decided that it would be well to mount a gun which could be used not only against torpedo attack but also for supplementary use in a fleet action.

Thus we find to-day the secondary or anti-torpedo defence battery varying from 4-in. guns in our service to the 6.7-in. guns in the German Navy. In the American service from 3-in., the calibre of the secondary battery has been increased to 5-in., and it is doubted whether either 4-in. or 5-in. shell has sufficient stopping power for the destroyers of to-day. This view, and the desire to utilize the secondary battery for fleet actions, seems likely to lead to a heavier gun being placed in this battery and a reasonable amount of armoured protection given to it. It is clear, however, from recent trials that light armour, such as has been used on casemates and bulkheads, is of just the thickness which will give to the projectiles of the heaviest guns the requisite amount of resistance to ensure their bursting with the greatest possible effect. With the primary armament in triple-gun turrets it should be possible to give to secondary battery adequate protection.

## BIGGER SHIPS AND GUNS.

The significance of these developments appears to lie in their suggestion of increased size and heavier armament for both battleships and armoured cruisers. They also show that the trend of professional opinion is against multiplication of the calibres of guns. Hitherto the Japanese, for reasons which it is unnecessary to mention, have adhered to the old plan but in these four new ships they are following the British system. As Rear-Admiral Kondo says in the paper already mentioned—

"The Dreadnought is the logical outcome of the progress of naval construction, and that type would be arrived at sooner or later even if the war had never taken place."

No. 20. The Japanese battleship, the Mikasa, has been armed with 12-in. guns, and the British battleship, the Dreadnought, has been armed with 12-in. guns. The Japanese battleship, the Mikasa, has been armed with 12-in. guns, and the British battleship, the Dreadnought, has been armed with 12-in. guns.

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The Japanese battleship, the Mikasa, has been armed with 12-in. guns

## SHIPPING

## ARRIVALS

DALI MARE, Japanese str., 846, H. Murayama, 9th August—Tamsui; Amoy and Swatow 8th Aug.—General—Osaka Shosen Kaisha.  
HAINAN, British str., 641, A. H. Stewart, 9th August—Swatow 8th August, General—Douglas, Lapak & Co.  
VALGAN, British str., 1,153, D. E. Davies, 8th Aug.—Cheloo via Shanghai 4th August, General—China Navigation Co.  
KWANTUNG, Chinese str., 1,535, Stewart, 8th August—Shanghai 4th August, General—C. M. S. N. Co.  
LINAN, British str., 9th August—Canton  
SARDINIA, British str., 4,126, C. C. Talbot, 8th August—London 1st July, General—P. & O. S. N. Co.  
SATSUMA, British str., 2,680, Keis, 8th Aug.—New York and Singapore 31st July, General—Doddell & Co.  
SOSHU MARE, Jap. str., 9th August—Canton.  
YUCHOW, British str., 1,306, W. McIntosh, 9th August—Hengyang 6th August, Coal—Butterfield & Swire.

CLEARANCES  
AT THE HARBOUR MASTER'S OFFICE  
9th August.

Yunnan, British str., for Saigon.  
Boekhong, British str., for Shanghai.  
Glenlivet, British str., for Shanghai.  
Lucton, German str., for Europe, etc.  
Phenomen, British str., for Saigon.  
Savonia, British str., for Shanghai.  
Syria, British str., for Singapore.

## DEPARTURES

9th August.

ALEXIA, German str., for Shanghai.  
BESSIE DOLLAR, British str., for Yokohama.  
CARL DEDERICHSEN, Ger. str., for Helsingfors.  
CHILD, Norwegian str., for Bangkok.  
CHUNSHANG, British str., for Saigon.  
HONG KONG, French str., for Haiphong.  
INDIAN, Danish str., for Singapore.  
KENKON MAHU, Japanese str., for Manila.  
KINTUCK, British str., for Nagasaki.  
KUTSANG, British str., for Singapore.  
LIBERIA, German str., for Shanghai.  
MACHEW, German str., for Helsingfors.  
MICHAEL JESUS, German str., for Helsingfors.  
PRINCE LUDWIG, German str., for Helsingfors.  
SAIKAI MARU, Japanese str., for Shanghai.  
SEIN, Norwegian str., for Saigon.  
SUNGKANG, British str., for Hoikow.  
TAKHOV, Russian Vol. Fleet, for Odessa.  
TAMING, British str., for Manila.  
TRIUMPH, German str., for Haiphong.  
WAKASA MARU, Japanese str., for Singapore.  
YEDDO, Swedish str., for Shanghai.

SHIPPING REPORT  
The British str. *Kalyan* reports: Moderate SW. monsoon and fine weather throughout the voyage.

## PASSENGERS

ARRIVED  
Per *Sardinia*, for Hongkong, from London, Mr and Mrs R. D. Smith, Mr A. E. Scoville, Mr and Mrs G. Hollins and child, Mr W. A. G. Leitch, Mr and Mrs J. Carr and child, Lt. P. de Bonpland; from Port Suez, Mr. W. C. Andrews; from Port Suez, Mr. W. H. Will and servant; for Manila, from London, Mr J. W. M. Munro; for Shanghai, from London, Mr T. J. D'Almeida, from Colombo, Mr C. W. Young; for Yokohama, from Singapore, Mr and Mrs F. C. Jones and child.

DEPARTED  
Per *Prinz Ludwig*, for Shanghai, Mr and Mrs Simon Thysen, Mr E. Wellmann, Dr. H. Wippermann, Mrs Nomazaki and party, Mr P. Boim, Mr R. Temmerichsheim, Mr H. G. Gorin, Mr H. Fitchenthaler, Mrs A. H. M. da Silva, Mrs M. A. Figueredo and child, Miss G. Roario, Mr and Mrs Melrose, Mr Leycky, Mrs Gubbay and child, Mrs Elias, Mrs Sisson, and Mr A. Petersen; for Nagasaki, Mr C. T. Howard, Miss M. Takemoto, Mr Yamada, Mrs Masuda, Mr Mukuda and Mr Okura; for Kobe, Mrs O. Wilkens, Warren Holton and Anna Lee, for Yokohama, Messrs H. Forum, T. H. Chinn, W. Downie, A. R. Ellis and H. C. Cuthander.

## VESSELS EXPECTED

THE AMERICAN MAIL  
The P. M. S.S. Co. str. *Siberia* from San Francisco sailed from Yokohama on the 5th instant en route to Hongkong, and is due to arrive at Hongkong on the 18th instant.

The P. M. S.S. Co. str. *China* sailed from San Francisco on the 26th ultimo, en route to Hongkong, via Kowloon, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 2nd inst.

The P. M. S.S. Co. str. *Manchuria* sailed from San Francisco on the 2nd instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 29th instant.

THE AUSTRALIAN MAIL  
The I.G.M. str. *Coblenz* left Sydney on the 29th ultimo, at 11 a.m., and may be expected here on or about the 20th inst.

The E. & A. str. *Eastern* left Sydney on the 3rd instant for this port (via Queensland Ports, Port Darwin and Manila).

THE CANADIAN MAIL  
The C.P.R. Co. str. *Empress of China* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 14th ultimo p.m.

The C.P.R. Co. str. *Empress of India* left Vancouver, B.C. (via usual ports of call), on the 2nd instant p.m.

MECHANT STEAMERS  
The O.S.K. str. *Panama* Mars from Tacoma left Shanghai for this port on the 7th inst., and is due here to-day p.m.

The H.A. Line str. *Saxonia* left Dairen on the 7th instant p.m., and may be expected here on or about the 12th inst. p.m.

The Austrian Lloyd's str. *Venezuela* left Singapore for this port on the 7th instant p.m., and is due here on the 13th instant a.m.

The str. *Welsh Prince* from New York left Batang on the 4th inst., and is expected here on or about the 14th instant.

The Mogul Line str. *Braemar* from United Kingdom left Singapore on the 8th instant morning, and is therefore due here on or about the 14th instant.

The O.S.K. str. *Seattle* Mars left Tacoma for this port via Japan and Manila on the 22nd ultimo, and is due here on or about the 28th instant.

The T.K.K. str. *Eugene* Mars sailed from Africa, Chile, for Hongkong on the 25th ult., and is due to arrive at Hongkong on or about the 29th p.m.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island, nearest Hongkong "a", midway between Hongkong and Kowloon "b", and those vessels berthed at the Kowloon Wharf "c", together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VEHICLE'S NAME	FLAG & SIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co. ...	To-day, at Noon.
LONDON, &c. VIA USUAL PORTS OF CALL	DEVANIA	Brit. str.	—	H. Powell	P. & O. S. N. Co. ...	On 19th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NOE	Brit. str.	—	G. Phillips	P. & O. S. N. Co. ...	About 23rd inst.
LONDON, ROTTERDAM & ANTWERP	CARIBBEAN SHIRE	Brit. str.	—	R. L. Daniel	JARDINE, MATHESON & CO., LTD.	About 30th inst.
ROTTERDAM, BAMBERG & ANTWERP, &c.	SEGOVIA	Gor. str.	k. w.	Delnat	HAMBURG-AMERICA LINER	On 12th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	UBIGAVIA	Gor. str.	k. w.	Giratenbrun	HAMBURG-AMERICA LINER	On 24th inst.
HAVRE, HAMBURG & ANTWERP, &c.	SAKONIA	Gor. str.	k. w.	T. Stahr	HAMBURG-AMERICA LINER	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESSIA	Gor. str.	k. w.	Reuss	HAMBURG-AMERICA LINER	On 22nd inst.
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERIA	Gor. str.	k. w.	Feldmann	HAMBURG-AMERICA LINER	On 1st Sept.
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Jap. str.	—	R. Takeda	NIPPON YUSHEN KAISHA	On 16th inst. at D'light
MARSELLES, LAVRE & HAMBURG, &c.	BIZAN MARU	Jap. str.	—	H. Fraser	NIPPON YUSHEN KAISHA	On 30th inst. at D'light
TIESTE, &c. VIA SINGAPORE, &c.	ALESSIA	Gor. str.	k. w.	Habel	HAMBURG-AMERICA LINER	On 15th Sept.
NAPLES GENOA ALGIERS, GIBRALTAR & SOUTHAMPTON	NIPPON	Aus. str.	—	Tambocca	SANDER, WIELER & CO.	On 28th inst. P.M.
NEW YORK	LUETZOW	Gor. str.	—	J. Bartfeldt	DODWELL & CO., LTD.	To-day, at 10 A.M.
NEW YORK VIA SUEZ CANAL	SIKH	Brit. str.	—	W. H. Lee	JARDINE, MATHESON & CO., LTD.	About 16th inst.
NEW YORK, B.C. SEATTLE & PORTLAND, &c.	INDRADEO	Brit. str.	—	F. S. Cowley	THE BANK LINE, LIMITED	About 26th inst.
VANCOUVER (DIRECT)	SUVERIC	Brit. str.	—	W. Davison	CANADIAN PACIFIC R. CO.	TO-MORROW.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	OERTEBIC	Brit. str.	1 m.	C. C. Williams	CANADIAN PACIFIC R. CO.	TO-MORROW.
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit. str.	1 m.	E. Street	CANADIAN PACIFIC R. CO.	TO-MORROW.
MONTEVIDEO	MONTEVIDEO	Brit. str.	1 m.	F. Isacke	CANADIAN PACIFIC R. CO.	TO-MORROW.
SHANTUNG MARU	SHANTUNG MARU	Jap. str.	—	L. Dawson	CANADIAN PACIFIC R. CO.	TO-MORROW.
AWA MARU	AWA MARU	Jap. str.	—	T. Skine	CANADIAN PACIFIC R. CO.	TO-MORROW.
INARA MARU	INARA MARU	Jap. str.	—	T. Skine	CANADIAN PACIFIC R. CO.	TO-MORROW.
PANAMI MARU	PANAMI MARU	Jap. str.	—	S. Sommer	CANADIAN PACIFIC R. CO.	TO-MORROW.
KOREA	KOREA	Jap. str.	—	L. Klugkist	CANADIAN PACIFIC MAIL S.S. CO.	TO-MORROW.
NIPPON MARU	NIPPON MARU	Jap. str.	—	M. Yagi	TOYO KAISHA, KAIWA	TO-MORROW.
CHINA	CHINA	Jap. str.	—	H. Koops	TOYO KAISHA, KAIWA	TO-MORROW.
REGIA	REGIA	Nor. str.	—	S. Toge	PACIFIC MAIL S.S. CO.	TO-MORROW.
PRINZ WALDEMAR	PRINZ WALDEMAR	Brit. str.	—	V. McClymont-Liddell	PORLTAND & ASIATIC S.S. CO.	TO-MORROW.
TAIWAN	TAIWAN	Brit. str.	—	R. Danneneker	MELCHERS & CO.	TO-MORROW.
YAWATA MARU	YAWATA MARU	Jap. str.	—	J. Teranaka	BUTTERFIELD & SWINE	TO-MORROW.
KAMO MARU	KAMO MARU	Jap. str.	—	S. Barciano	NIPPON YUSHEN KAISHA	TO-MORROW.
NIKKO MARU	NIKKO MARU	Jap. str.	—	J. B. Harris	NIPPON YUSHEN KAISHA	TO-MORROW.
TJIKINI	TJIKINI	Dut. str.	—	Wm. Lloyd Jones	BUTTERFIELD & SWINE	TO-MORROW.
KIYOTO MARU	KIYOTO MARU	Jap. str.	—	H. Formes	P. & O. S. N. CO.	TO-MORROW.
BARON ARDROSSAN	BARON ARDROSSAN	Gor. str.	—	E. H. Stewart	BUTTERFIELD & SWINE	TO-MORROW.
KUEICHENG	KUEICHENG	Brit. str.	—	W. C. Pasmore	JARDINE, MATHESON & CO., LTD.	TO-MORROW.
CHENGCHING	CHENGCHING	Brit. str.	—	J. S. Roach	BUTTERFIELD & SWINE	TO-MORROW.
CHINCHENG	CHINCHENG	Brit. str.	—	M. C. Smith	BUTTERFIELD & SWINE	TO-MORROW.
SHANGHAI	SHANGHAI	Am. str.	—	A. W. Outerbridge	JARDINE, MATHESON & CO., LTD.	TO-MORROW.
KOBE & YOKOHAMA	KOBE & YOKOHAMA	Am. str.	—	P. H. Rolfe	BUTTERFIELD & SWINE	TO-MORROW.
SHANGHAI	SHANGHAI	Am. str.	—	S. Crosby	JARDINE, MATHESON & CO., LTD.	TO-MORROW.
MOJI, KOBE & YOKOHAMA	MOJI, KOBE & YOKOHAMA	Am. str.	—	T. O. Toomey	SHEWAN, TOMES & CO.	TO-MORROW.
SHANGHAI	SHANGHAI	Am. str.	—	E. J. Jameson	BUTTERFIELD & SWINE	TO-MORROW.
YOKOHAMA & KOBE	YOKOHAMA & KOBE	Am. str.	—	M. B. Lake	CARLOWITZ & CO.	TO-MORROW.
SHANGHAI	SHANGHAI	Am. str.	—	J. F. Scholte	JARDINE, MATHESON & CO., LTD.	TO-MORROW.
SHANGHAI	SHANGHAI	Am. str.	—	F. Sebilli	MELCHERS & CO., LTD.	TO-MORROW.
SHANGHAI	SHANGHAI	Am. str.	—	E. de Catalano	JARDINE, MATHESON & CO., LTD.	TO-MORROW.
SHANGHAI	SHANGHAI	Am. str.	—	MESSAGERIES MARITIMES	MESSAGERIES MARITIMES	TO-MORROW.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

STEAMERS	TONS	TO SAIL
"LUETZOW,"	17,300	Thursday, 10th Aug. at 10 A.M.
Capt. J. BAETELDT,	17,300	
"PRINZ WALDEMAR,"	6,100	Tuesday, 15th Aug.
Capt. F. ISACKE,	6,100	
"BUELOW,"	16,900	About 23rd Aug.
Capt. H. FORMES	16,900	
"GOBLENTZ,"	6,750	About 22nd Aug.
Capt. L. KLUGKIST,	6,750	Middle of Aug.
"BORNEO,"	5,000	
Capt. F. SEMILL,	5,000	

All the Steamers of the European Line are fitted with Wireless Telegraphic.

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL	NOTES.
SHANGHAI, MOJI, KOBE, SAIDINIA, and YOKOHAMA	10th Aug.	Freight and Passage.
London and ANTWERP SYRIA	Noon	Freight and Passage.
VIA SINGAPORE, PE. NORE	10th Aug.	Freight and Passage.
NANG, COLOMBO, PORT SAID and MARSEILLES	About 23rd Aug.	Freight and Passage.
SHANGHAI	About 17th Aug.	Freight and Passage.
ARCADIA	23rd Aug.	Freight and Passage.
DELTA	31st Aug.	Freight and Passage.
London via USUAL PORTS DEVARA	Noon	See Special Advertisement
Capt. H. Powell	19th Aug.	
SHANGHAI, MOJI, KOBE, SUNDA and YOKOHAMA	About 24th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th August, 1911.

**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 10th Aug., 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 11th Aug., 4 P.M.
HAIPHONG	"SINGAN"	On 12th Aug., 10 A.M.
SHANGHAI	"CHINHUA"	On 12th Aug., Mid-night.
MANILA, CEBU and ILOILO	"TEAN"	On 15th Aug., 4 P.M.
MANILA, ZAMBOANGA, THUSS-	"TAIYUAN"	On 17th Aug., 4 P.M.
DAY, ISLAND, COOKTOWN, CALENS, TOWNSVILLE, BRIS-	"ANHUI"	On 17th Aug., 4 P.M.
BANE, SYDNEY & MELBOURNE	"CHENAN"	On 19th Aug., Mid-night.
SHANGHAI	"SANUL"	DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried throughout and Electric Fans in the Saloon and Dining Saloon. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the Saloon and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.E.-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

Those Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. FARE, \$45 SINGLE and \$20 RETURN. For Freight or Passage apply to

BUTTERFIELD & SWIRE,  
AGENTS. [10]

Hongkong, 10th August, 1911.

**HAMBURG-AMERIKA LINIE**

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFAHRETS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Bales to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

**NEXT SAILINGS FROM HONGKONG:**

**HOMeward.**

FOR	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. SEGOVIA	12th Aug.
S.S. REINFEELS	FOR HAVRE, HAMBURG & ANTWERP:	14th Aug.
S.S. SUEVIA	S.S. SAXONIA	22nd Aug.
S.S. SENEGAMBIA	S.S. SILESIA	24th Aug.
S.S. BAYERN	FOR ROTTERDAM & HAMBURG:	1st Sept.
	S.S. BRIGAVIA	15th Sept.
	FOR HAVRE, BREMEN & HAMBURG:	1st Sept.
	S.S. AMBRIA	15th Sept.
	FOR MARSEILLES, HAVRE & HAMBURG:	1st Sept.
	S.S. ALESIA	15th Sept.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
Hongkong Office. [12]

Hongkong, 9th August, 1911.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS CAPTAIN LEAVING.

"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 11th Aug., at 1 P.M.
"GAICHING"	Capt. W. G. Pasmore	TUESDAY, 15th Aug., at 1 P.M.
"HAITAN"	Capt. J. S. Keoh	FRIDAY, 18th Aug., at 1 P.M.
* The s.s. "Haimun" calling at Amoy for Passengers only.		

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO., GENERAL MANAGERS.

Hongkong, 10th August, 1911.

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Saturday, 12th Aug., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Monday, 14th Aug., Noon
SHANGHAI	"HANGSANG"	Monday, 14th Aug., 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 19th Aug., Noon
MANILA	"YUENSANG"	Saturday, 19th Aug., 2 P.M.
TIENTSIN	"CHEONGSHING"	Wednesday, 23rd Aug., Noon

**RETURN TOURS TO JAPAN,**

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobo (Inland Sea) and Moji to Honkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze Ports, Tsingtao, Weihaiwei, Chafoo, Tientsin &amp; Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Iahad, Data, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHEISON &amp; CO., LTD., GENERAL MANAGERS.

Hongkong, 10th August, 1911.

**TOYO KISEN KAISHA.**

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

**SAN FRANCISCO LINE.**

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY

**THE SAN FRANCISCO SCENIC ROUTE.**

The Twin Screw Steamer

"NIPPON MARU" (CAPT. W. E. FILMER),

Will be despatched from Hongkong on the 18TH AUGUST NEXT, AT NOON, via Shanghai and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new and improved triple screw turbine steamer,

"SHINYO MARU" (CAPT. H. S. SMITH),

The latest addition to the Trans-Pacific Service, and sister ship of the

S.S. "TENYO MARU" AND "CHIYO MARU."

S.F. "TENYO MARU" AND "CHIYO MARU."

This new turbine steamer is replete with every modern convenience - including a Palm Garden on the Bridge Deck - all staterooms are outside rooms.

**SOUTH AMERICAN LINE.**

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMERS TONS DATE OF SAILING

KIYO MARU ... 17,500 ... TUESDAY, 22nd August, at Noon.

THE SS. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 22nd August, at Noon.

**FARES FROM HONGKONG:**

TO LONDON	... £71.10.
and Return 6 Months	... £120.00.
TO VALPARAISO	Yen 510.00.

Through Tickets to all Principal Points in U.S.A., Canada and Europe.

SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier). [339]

**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS TONS SAILING DATES

IYO MARU Capt. R. Takeda, 7,000 WEDNESDAY, 16th Aug., at Daylight.

HIRANO MARU Capt. H. Fraser, 9,000 WEDNESDAY, 30th Aug., at Daylight.

TANGO MARU Capt. K. Kawano, 8,000 WEDNESDAY, 13th Sept., at Daylight.

SADO MARU Capt. J. Richards, 7,000 SATURDAY, 12th Aug., from Kobe.

VICTORIA B.C. &amp; SEATTLE Capt. Iriawa, 7,000 TUESDAY, 15th Aug., at 4 P.M.

SINABA MARU Capt. S. Tomimura, 7,000 TUESDAY, 12th Sept., at 4 P.M.

YAWATA MARU Capt. T. Sekino, 5,000 FRIDAY, 1st Sept., at Noon.

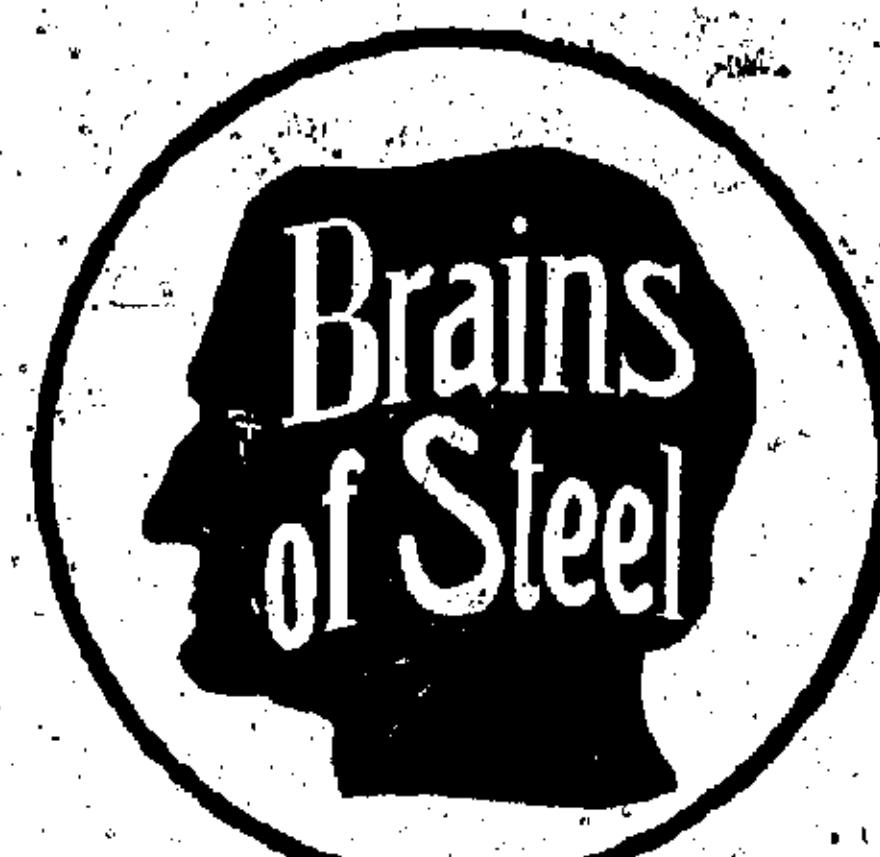
KAMO MARU Capt. Sommer, 9,000 THURSDAY, 17th Aug., at 11 A.M.

NIKKO MARU Capt. M. Yagi, 6,000 WEDNESDAY, 30th Aug., at Noon.

SHANGHAI, MOJI and KOBE Capt. J. Toruwa, 5,000 WEDNESDAY, 16th Aug., at Daylight.

BOMBAY via SINGAPORE, TOSA MARU Capt. Tozawa, 5,000 TUESDAY, 22nd Aug., at Daylight.

Calling at Djibouti. F



**"BRUNSVIGA"**  
CALCULATING  
MACHINE

GRIMME NATALIS & Co.,  
BRAUNSCHWEIG.

For inspection apply to the  
Sole Representative for Hongkong and China

**HUGO C. A. FROMM,**  
HONGKONG 4, QUEEN'S BUILDINGS, TEL. No. 960.  
Hongkong, 4th August, 1911.

COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

August 9th.

On LONDON—		
Telegraphic Transfer .....	193	
Bank Bills, on demand .....	194	
Bank Bills, at 30 days' sight .....	194	
Bank Bills, at 60 days' sight .....	194	
Credits, at 4 months' sight .....	194	
Documentary Bills 4 months' sight .....	194	
On PARIS—		
Bank Bills, on demand .....	226	
Credits, at 4 months' sight .....	230	
On GERMANY—		
On demand .....	183	
On NEW YORK—		
Bank Bills, on demand .....	434	
Credits, at 60 days' sight .....	444	
On BOMBAY—		
Telegraphic Transfer .....	134	
Bank, on demand .....	134	
On CALCUTTA—		
Telegraphic Transfer .....	134	
Bank, on demand .....	134	
On SHANGHAI—		
Bank, at sight .....	742	
Private, 30 days' sight .....	752	
On YOKOHAMA—	On demand .....	873
On MANILA—	On demand .....	873
On SINGAPORE—	On demand .....	763
On BATAVIA—	On demand .....	1073
On HAIKHOI—	On demand .....	14 1/2 pm.
On SAIGON—	On demand .....	843
On BANGKOK—	On demand .....	843
Sovereigns, Bank's Buying Rate .....	311.10	
GOLD LEAF, 100 fine, per tael .....	157.90	
BAR SILVER, per oz. ....	24 1/2	
SUBSIDARY COINS. ....	per cent	
Chinese .....	20 cents pieces .....	37.35 discount.
Chinese .....	10 " .....	37.70 "
Hongkong .....	20 " .....	37.18 "
Hongkong .....	10 " .....	37.00 "

	per cent
Chinese .....	20 cents pieces .....
Chinese .....	10 " .....
Hongkong .....	20 " .....
Hongkong .....	10 " .....

**Kios**-Cigarettes

First class  
in quality and packing

Türk Tabak & Cigaretten-Fabrik, "Kios" o. E. Robert Böhme, Dresden.

Hongkong, 4th August, 1911.

SHARE LIST.—QUOTATIONS HONGKONG, AUGUST 9th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation .....	120,000	\$125	all	\$910, sellers
China Borneo Company, Limited .....	60,000	\$12	all	1,287 10/-
China Light and Power Company, Limited .....	50,000	\$5	all	893
China Provident, Loan & Mortgage Co., Ltd. ....	50,000	\$1	all	81, buyers
COTTON MILLS.—	200,000	\$10	all	882, sales
Ewo Cotton Spinning & Weaving Co., Ltd. ....	20,000	Tls. 50	all	Tls. 772.
Hongkong Cotton Spinning Co., Ltd. ....	125,000	\$10	all	86
International Cotton Manufacturing Co., Ltd. ....	10,000	Tls. 75	all	Tls. 46.
Lau-Kung-Mow C. Spin. & Weav. Co., Ltd. ....	8,000	Tls. 100	all	Tls. 61.
Soy Chee Cotton Spinning Co., Limited .....	20,000	Tls. 50	all	Tls. 22.
Dairy Farm Company, Limited .....	40,000	\$72	all	\$223, buyers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & Co., Ltd. ....	60,000	\$50	all	\$50
Hongkong and Whampoa Dock Co., Ltd. ....	50,000	\$52	all	\$95, sellers
New Amoy Dock Co., Limited .....	10,000	\$64	all	88, sellers
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	all	Tls. 50.
Shanghai and Hongkew Wharf Co., Ltd. ....	36,000	Tls. 100	all	Tls. 85, buyers
Green Island Cement Co., Limited .....	400,000	\$10	all	\$4
Hongkong and China Gas Co., Limited .....	7,000	\$10	all	\$200
Hongkong Electric Co., Limited .....	60,000	\$10	all	\$213, sellers
Hongkong Hotel Company, Limited .....	12,000	\$50	all	\$119
Macau Metropole Hotel Limited .....	8,000	\$25	all	\$25
Hongkong Ice Company, Limited .....	15,000	Pt. 10	all	\$11
Hongkong Hope Manufacturing Co., Limited .....	50,000	\$10	all	\$180, sellers
Hongkong & South China Steam Fisheries Co., Ltd. ....	60,000	\$10	all	\$174, buyers
INSURANCES.—	15,000	\$10	all	\$72, sellers
Canton Insurance Office Co., Limited .....	10,000	\$250	all	\$210, sellers
China Fire Insurance Co., Limited .....	20,000	\$100	all	\$125, sellers
China Traders Insurance Co., Limited .....	24,000	\$83.33	all	\$105
Hongkong Fire Insurance Co., Limited .....	8,000	\$250	all	\$150, buyers
North-China Insurance Co., Limited .....	10,000	\$15	all	Tls. 167 1/2, sellers
Union Insurance Society, Limited .....	12,400	\$250	\$100	\$615
Yangtze Insurance Association, Limited .....	12,000	\$100	all	\$210, @ Ex. 73, buyers
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd. ....	50,000	\$100	all	\$93, buyers
Humphreys' Estate and Finance Co., Ltd. ....	150,000	\$10	all	864, buyers
Kowloon Land and Building Co., Ltd. ....	6,000	\$50	all	826
Shanghai Land Investment Co., Limited .....	78,000	Tls. 50	all	Tls. 91
West Point Building Co., Limited .....	12,500	\$50	all	\$45, sellers
MINING.—				
Société Française des Charbonnages du Tonkin .....	16,000	Frs. 250	all	\$700.
Rail Australasia Gold Mining Co., Ltd. ....	200,000	\$1	all	82
Peak Tramways Co., Limited .....	25,000	\$10	all	812
Philippine Co., Limited .....	50,000	\$10	all	\$110, buyers
REFINERIES.—	75,000	\$10	all	85, buyers
China Sugar Refining Co., Limited .....	20,000	\$100	all	\$126, buyers
Lezon Sugar Refining Co., Limited .....	7,000	\$100	all	\$241
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd. ....	30,000	\$25	all	\$104, sellers
Douglas Steamship Co., Limited .....	20,000	\$50	all	819, buyers
Hongkong, Canton & Macao S. & C. Co., Ltd. ....	60,000	\$13	all	829 d. buyers
Indo-China Steam Navigation Co., Ltd. ....	60,000	def.	all	2663, £1.25 17. 6.
Shell Transport & Trading Co., Limited .....	2,500,000	£1	all	81/-
Star Ferry Company, Limited .....	10,000	\$10	all	8264, buyers
South China Morning Post, Limited .....	6,000	\$25	all	8162
Steam Laundry Company, Limited .....	20,000	\$5	all	825.
STORES AND DRAISERIES.—				
Campbell, Moore & Co., Limited .....	1,200	\$10	all	\$104, buyers
Wm. Powell, Limited .....	15,000	\$7	all	\$440
Watkins, Limited .....	10,000	\$10	all	83, sellers
A. S. Watson & Co., Limited .....	90,000	\$10	all	86, buyers
H. Weissmann, Limited .....	3,000	\$10	all	815, buyers
E. Price & Co., Ltd. ....	15,000	\$10	all	812, buyers
United Asbestos Oriental Agency, Limited .....	9,900	ordy.	\$10	\$4.80
Union Waterboat Co., Limited .....	100	fdrs	\$10	\$300.
WAREHOUSE.—	50,000	\$10	all	863, buyers
PARA RUBBER IN LONDON .....			4/8 per lb., quiet.	
LOANS .....			Value. Interest. Quotation.	
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
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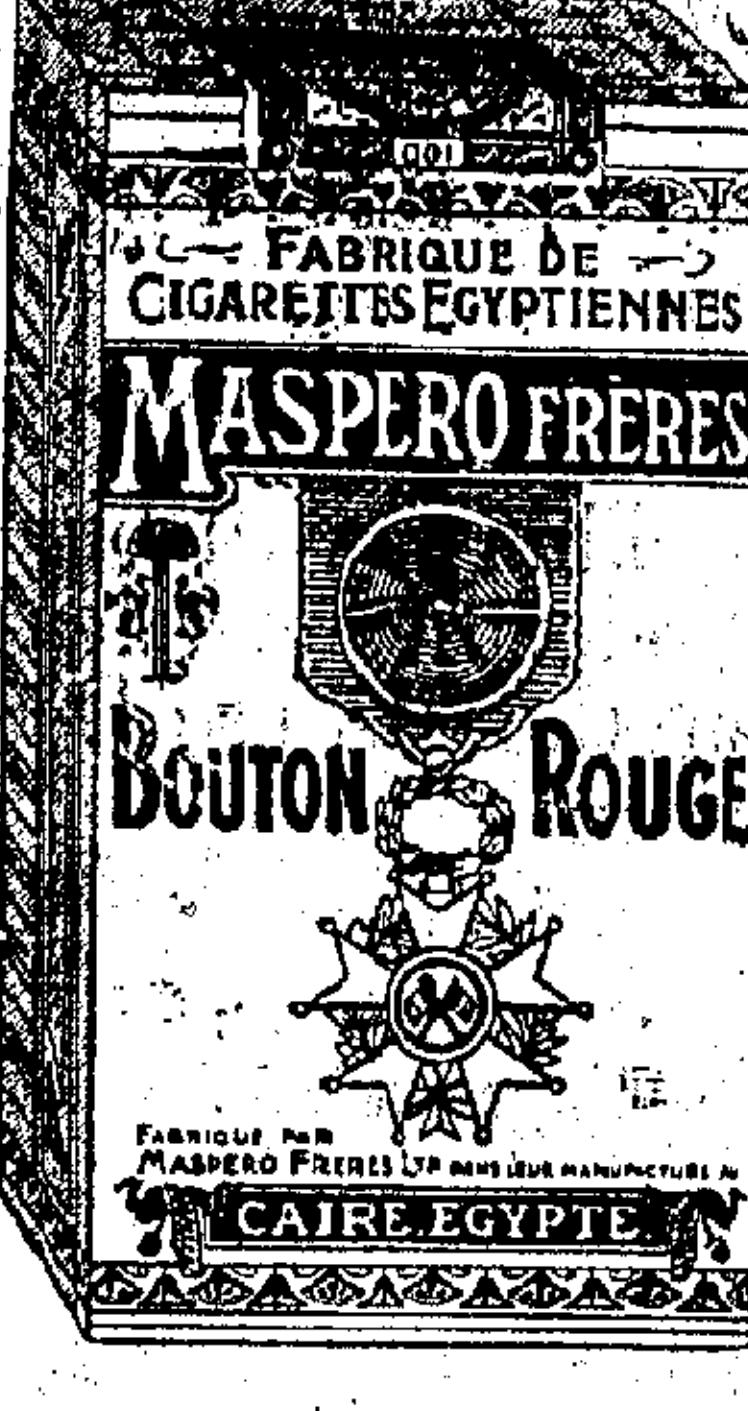
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